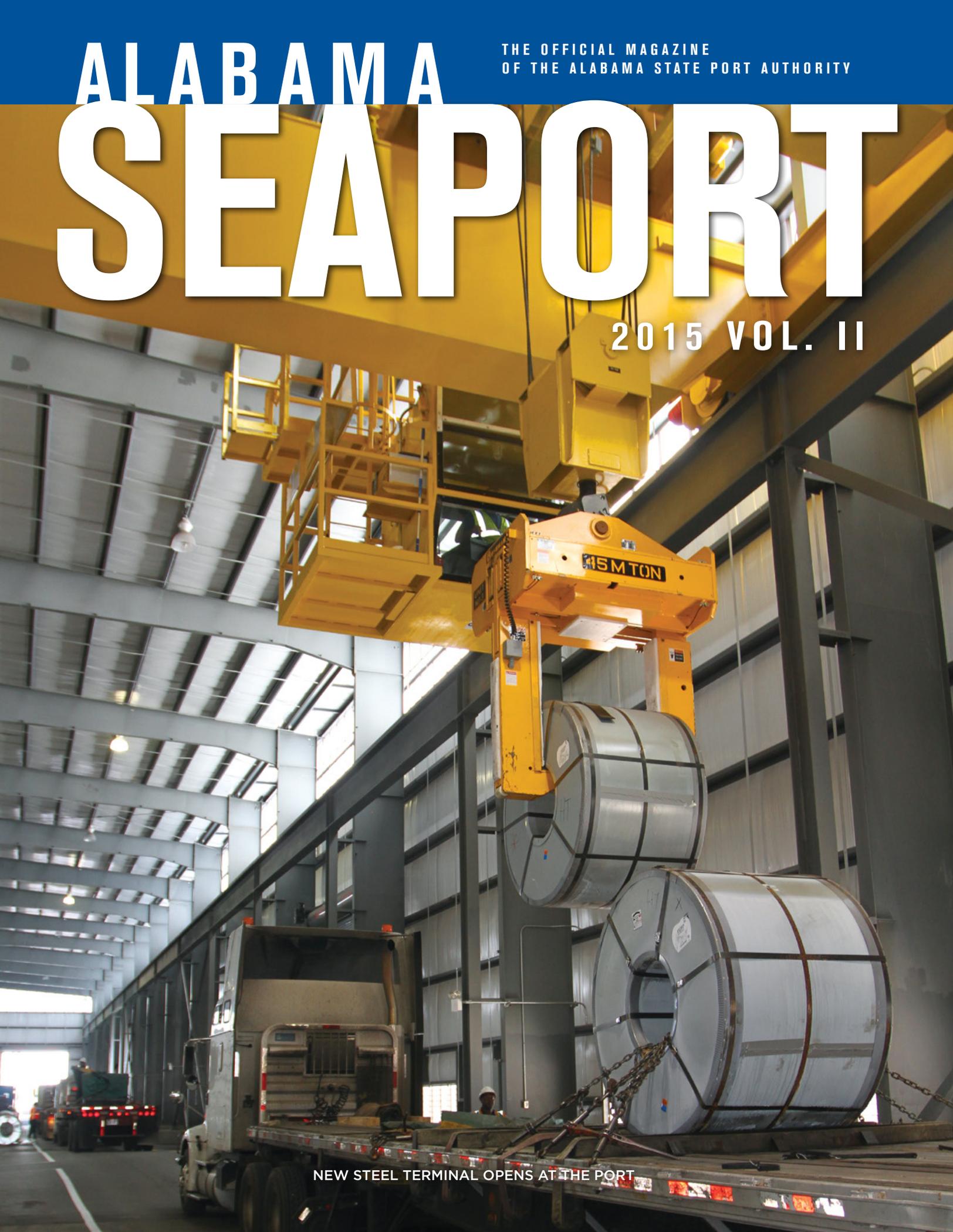


ALABAMA

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

2015 VOL. II



NEW STEEL TERMINAL OPENS AT THE PORT



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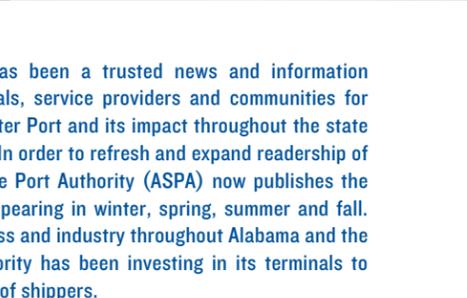
ALABAMA SEAPORT

PUBLISHED CONTINUOUSLY SINCE 1927 • 2015 VOL. II

ON THE COVER:

The Alabama State Port Authority and Alabama Steel Terminals, LLC recently dedicated a new steel coil handling facility at the Port of Mobile.

See story on page 4



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The ALABAMA SEAPORT Magazine has been a trusted news and information resource for customers, elected officials, service providers and communities for news regarding Alabama's only deepwater Port and its impact throughout the state of Alabama, region, nation and abroad. In order to refresh and expand readership of ALABAMA SEAPORT, the Alabama State Port Authority (ASPA) now publishes the magazine quarterly, in four editions appearing in winter, spring, summer and fall. Exciting things are happening in business and industry throughout Alabama and the Southeastern U.S., and the Port Authority has been investing in its terminals to remain competitive and meet the needs of shippers.

CONTENTS

New Steel Terminal Opens at the Port.....4
Alabama Steel Terminal Reception.....7
Seabulk Crawfish Boil.....9
Montgomery Legislative Reception.....13
Made in Alabama: Alabama White Marble.....15
Port Calls: Sloss Music & Arts Festival.....17
Rene Stiegler In Memoriam.....19
Currents.....20
Pages from the Past.....27
Of Men & Ships: Quiet Hero John Rapier.....28

DEPARTMENTS

Arrivals/Sailings.....32
Port of Mobile Directory.....35
Steamship Agencies & Lines.....38

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NEW STEEL TERMINAL OPENS AT PORT

The Alabama State Port Authority and Alabama Steel Terminals, LLC (AST) recently dedicated a new steel coil handling facility at the Port of Mobile. Located on the Alabama State Port Authority's main docks complex, the new rail, truck and barge served facility was constructed behind ASPA's Pier D2 berth on a 40-foot deep channel.

Alabama Steel Terminals, LLC is a joint venture between Tri-State Maritime Services, Inc., and the Richardson Group of Companies. Alabama Steel Terminals will operate and manage the terminal.

Tom Adger, representative for Alabama Steel Terminals, LLC expressed appreciation for the collaborative planning and support given by the Port Authority.

"This is a state-of-the-art steel coil handling facility emphasizing both innovation and customer service for steel manufacturers and shippers," Adger said. "It is the only marine terminal facility of its kind."

The Port of Mobile is currently the second largest steel handling port in the nation with more than five million tons handled in fiscal year 2014 through the Port Authority's terminals. This is phase one of a two-phase operation, with the capital investment totaling \$36 million.

"We are pleased to have delivered the most technologically advanced steel handling facility in the nation to better compliment the port's



Robert Bentley, Governor of Alabama

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» AN AERIAL PHOTO SHOWS THE NEW STEEL COIL HANDLING FACILITY AT THE PORT, OPERATED AND MANAGED BY ALABAMA STEEL TERMINALS, LLC.

existing portfolio of steel terminal facilities," said James K. Lyons, chief executive of the Port Authority. Lyons noted the AST project as strategic to expanding the port's steel handling capabilities.

AST partner, Mike Richardson, expressed his appreciation to "our customers and the Port's management for their strong support to bring the terminal to fruition."

This import and export facility provides 178,200 square feet of covered area equipped with four, 50-ton capacity overhead bridge cranes and 168,000 square feet of open storage area. Initial estimates of 750,000 tons of steel coil will be handled annually. The facility has multiple door entrances, as well as an inside rail track with capacity for handling 10 rail cars at a time. The outside pier is equipped with an 80-ton capacity Gottwald crane for service to and from vessels and barges.

Adger stated that the new facility differs from standard marine terminals by creating efficient throughput handling of steel coils. The overhead cranes can simultaneously receive and deliver coils from vessel, barge, truck or rail. The facility also provides efficient storage capacity by maximizing the floor space with the overhead cranes by performing multiple-tier stacking of cargo.

Current steel coil volumes through AST include import movements from Korea and Europe with export movements destined to Mexico. These movements serve the automotive industry and various steel product manufacturers throughout the domestic and international markets.

Another part of the investment of the terminal is the expenditure to implement an information software system that is integrated with the customer base and the Alabama State Port Authority. This system provides customers with real time information on status of inventory and also provides AST the capability to manage at any location within the facility.

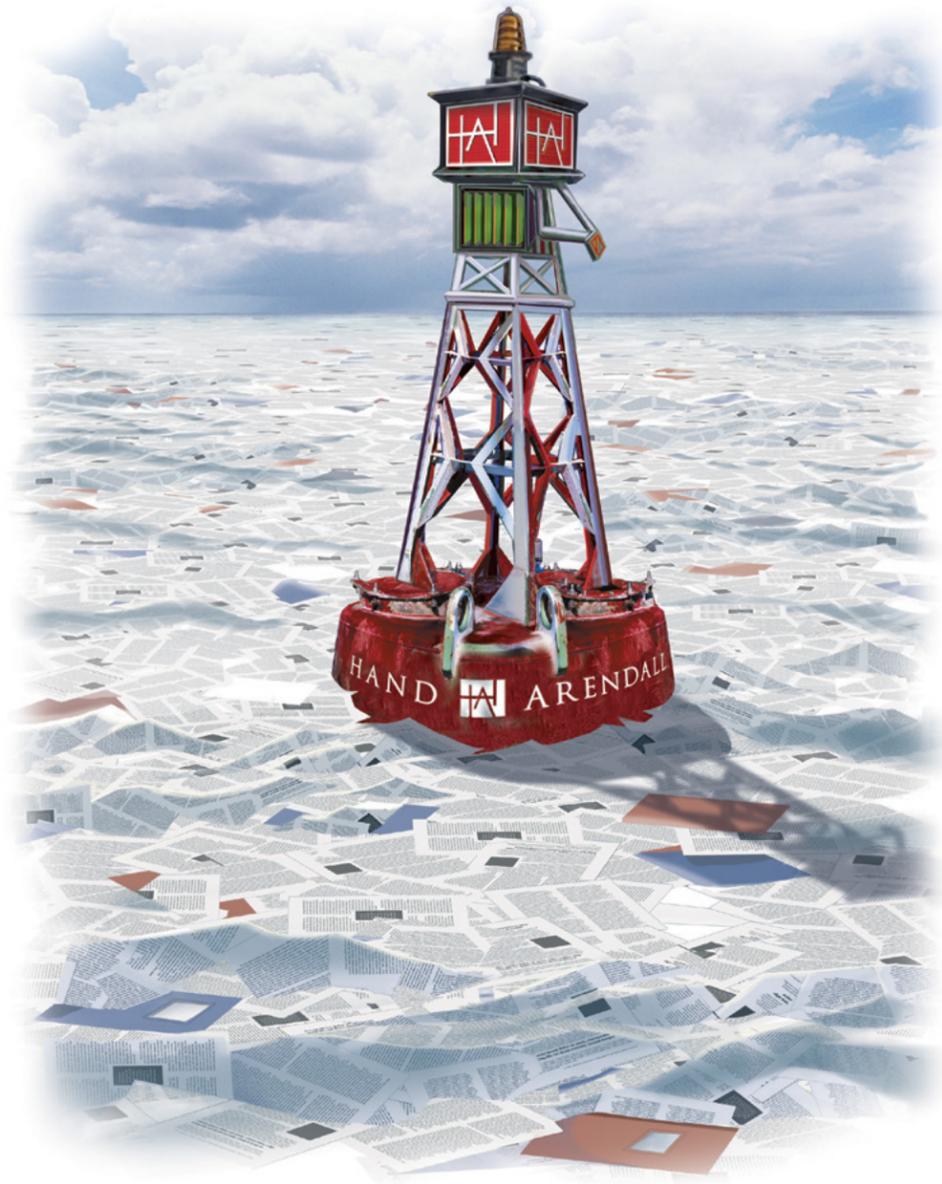
The project created 50 jobs at an annual payroll of \$2 million. At full build out, AST would add 194,400 square feet bay area equipped with three additional 50-ton capacity overhead bridge cranes generating 50 additional jobs.

"We are pleased with the effort on everyone's behalf to initiate and expand the service of this operation," said Adger. "We are very excited to be a partner with ASPA on developing this facility, and serving the needs of our customers."



» CUTTING THE RIBBON AT THE OPENING OF THE NEW STEEL TERMINAL. FROM LEFT TO RIGHT, ANGUS COOPER III, CHAIRMAN OF THE BOARD, ASPA; CHARLES BOSWELL, PARTNER, AST, LLC; JAMES K. LYONS, DIRECTOR AND CEO, ASPA; NOLAN RICHARDSON, PARTNER, AST, LLC; TOM ADGER, PARTNER, AST, LLC; AND CONNIE HUDSON, MOBILE COUNTY COMMISSION

ALABAMA STEEL TERMINAL RECEPTION GulfQuest Maritime Museum | March 30, 2015



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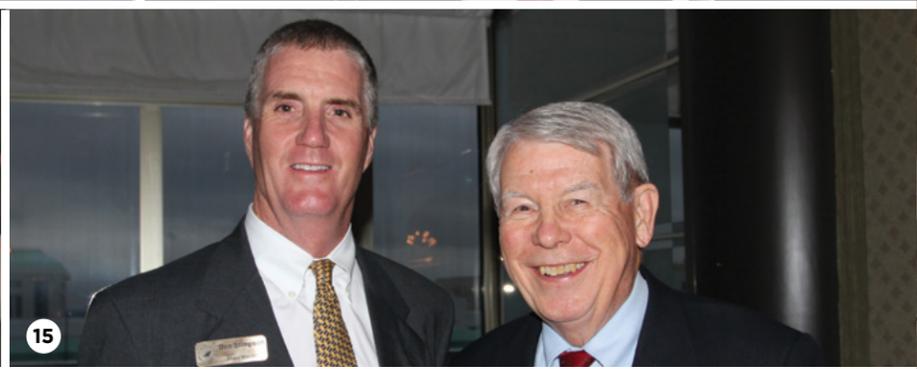


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» ALABAMA WHITE MARBLE IS QUARRIED IN SYLACAUGA, AL. Photos by Wes Frazier



The city of Sylacauga holds a treasure beneath its red soil: white marble, Alabama's state rock. For nearly 200 years this material has been quarried from Sylacauga's marble belt. Stretching far and wide from the Coosa River to southeast Talladega, this marble belt lays 32 miles long, a mile and a half wide and up to 600 feet deep. The gleaming white material can be seen in a number of monuments, banks, and government buildings across the country.

In 1814, physician Edward Gantt and General Andrew Jackson traveled through the South and discovered large deposits around what is now known as Sylacauga. Intrigued, Gantt returned 20 years later and began buying land for a quarry. Shortly thereafter, others followed suit and the marble business in the area boomed.

The rich marble found in this small city in Talladega County has been anything but a secret for several notable architects and engineers. Many have favored this material for its high-grade crystalline texture, whiteness and pure beauty. One of the world's greatest artists, Gutzon Borglum, sculptor of great works such as Mt. Rushmore, crafted a portrait of President Lincoln from a block of Alabama white marble. Today, the bust of Lincoln stands in the nation's capital. Borglum praised the unique texture of Alabama marble stating that it allowed him to portray the expression of kindness on Lincoln's face, something he never found possible with any other type of stone.

Though Alabama marble has several shades of white, pink, gray, red, and black, the white marble of Sylacauga has consistently drawn the most recognition and acquired the town the nickname “the Marble City.”

In Birmingham, Alabama, another masterpiece sculpted from this white marble, known for its strength and beauty, stands strong. “The Head of Christ,” by Giuseppe Moretti is on display at Vulcan Park. This Italian sculptor is the individual most associated with Alabama’s marble industry. After his arrival in Alabama in 1903, Moretti established an art studio near Sylacauga, and eventually created a successful, and dominating, quarrying company in his own name.

Today, the marble industry continues to thrive in Alabama, with an average revenue of roughly \$12.5 million. Several marble manufacturers, as well as wholesale suppliers of Alabama’s natural marble quarry excellent quality marble, offering structural and dimensional stone made from this material. Many of these companies work diligently to continue the development of the quarry and carry on the construction of building with this prized stone.

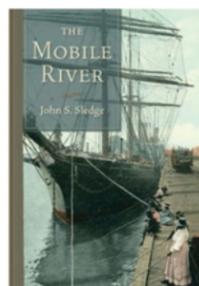
Much of the white marble today is being pulled from the ground and being crushed up as calcium carbonate, a powder used in paints, pharmaceuticals, soil amendment, plastics and other products. Several companies, however, strive to provide the structural stone to the domestic market, offering pieces such as tiles, blocks, countertops, and others.

Alabama’s uniquely patterned marble has been praised as being the whitest and hardest marble in the world. According to the Alabama Department of Archives and History, an estimated 30 million tons of marble have been quarried in Sylacauga since 1900.



» ALABAMA’S MARBLE HAS BEEN PRAISED AS BEING THE WHITEST AND HARDEST MARBLE IN THE WORLD. Photos by Wes Frazier

THE MOBILE RIVER: NOW AVAILABLE



The Alabama Seaport magazine debuted excerpts in 2014 from Mobilian John S. Sledge’s new book, *The Mobile River*. The book presents the first-ever narrative history of this important American watercourse.

Inspired by the venerable *Rivers of America* series, Sledge weaves chronological and thematic elements with personal experiences and more than sixty color and black-and-white images for a rich and rewarding read.

The Mobile River appears on the map full and wide at Nanna Hubba Bluff, fifty miles from the coast, where the Alabama and the Tombigbee rivers meet, but because it empties their waters into Mobile Bay and subsequently the Gulf of Mexico, it usurps them and their multitudinous tributaries. According to the book, if all of the rivers, creeks, streams, bayous, bogues, branches, swamps, sloughs, rivulets, and trickles that ultimately pour into Mobile Bay are factored into the equation, the Mobile assumes awesome importance and becomes the outlet for the sixth largest river basin in the United States and the largest emptying into the Gulf east of the Mississippi River. *The Mobile River* is available at Barnes and Noble and Amazon.



» THE INAUGURAL SLOSS MUSIC & ARTS FESTIVAL WILL BE HELD JULY 18-19 IN BIRMINGHAM.

The inaugural Sloss Music & Arts Festival, a premier music and lifestyle experience set on the grounds of the National Historic Landmark Sloss Furnaces, will be held July 18-19 in Birmingham. The two-day festival will feature a lineup of renowned headliners and emerging artists with great performances and engaging activities for guests of all ages.

Red Mountain Entertainment is co-producing Sloss Fest with AC Entertainment and Venue Management, Inc.

“We have been thinking about doing a major music festival in Birmingham for several years,” said Jay Wilson, partner at Red Mountain Entertainment. “Birmingham is really on the move and there is a void in the market with no major festival, so we felt the time was right. While promoting a concert at Sloss a few years back, we walked the site and realized we could do something really cool using the whole site.”

Sloss Furnaces is currently the only 20th-century blast furnace in the United States being preserved and interpreted

as an historic industrial site. Receiving National Historic Landmark designation in 1981, Sloss opened its gates in 1983 as a museum of the City of Birmingham, consisting of two, 400-ton blast furnaces and around 40 other buildings.

“Sloss Furnaces is one of the most unique and fun atmospheres in America,” said Wilson. “We are going to enhance the site by adding killer music, great food and drink, and activities. We are also going to show off some of the incredible iron work that takes place at Sloss day in and day out.”

With more than 30 bands on three stages, music is definitely at the center of the festival; however, it is not the only thing happening at Sloss Fest. This event will also highlight the regional craft beer and specialty cocktail scene, as well as focus on a selection of incredible food.

“World-class music is the centerpiece, but we want people to come and be able to experience all sorts of fun stuff,” said Wilson. “Cool art vendors, live interactive iron pouring, a poster show featuring poster artists from all over plus the

PORT CALLS: SLOSS MUSIC & ARTS FESTIVAL



Nick 'N Friends food experience, a craft beer garden, and food trucks. There is something for everyone."

Nick Pihakis of Jim 'N Nick's will host Nick 'N Friends, a unique food experience where chefs from around the country will showcase their take on culinary dishes. Pihakis invited chefs from across the nation, such as Ryan Prewitt of Peche Seafood in New Orleans, Louisiana, Rodney Scott of Scott's Bar-B-Que in Hemingway, South Carolina, and Ryan Farr of 4505 Meats in San Francisco, California. Each chef will cook one of their specialties for guests in the Nick 'N Friends tent, which will require a separate ticket.

"All of these incredible chefs will be in one area cooking, sharing stories and serving incredible food," said Wilson. "Combine that with Cathead Vodka specialty cocktails, the unveiling of the Starr Hill Brewery and Trim Tab Brewery collaboration beer, seminars, and a big rotisserie cooking rig, and we know this will be something special."

The Sloss Metal Arts Program will be demonstrating live iron pouring in which patrons can interact and purchase a

one-of-a-kind iron souvenir. The American Poster Institute will be on-site to showcase some of today's most relevant poster makers, as well as offering limited edition hand screen-printed posters.

Wilson stated that the 32 music acts Red Mountain Entertainment and AC Entertainment booked were carefully thought out, as they wanted to offer a diverse lineup with many big named artists, as well as newer less known acts for fans to discover new music. The same holds true with food and art vendors.

"We wanted to create a diverse and unforgettable experience for everyone," said Wilson. "Sloss Fest is a celebration of the unique, creative culture that makes life in Birmingham so special."

Sloss Fest is offering two-day general admission, "iron" and VIP tickets. For specific ticket information, full musical lineup, and hotel deals, visit slossfest.com. Tickets can also be purchased on Ticketmaster.

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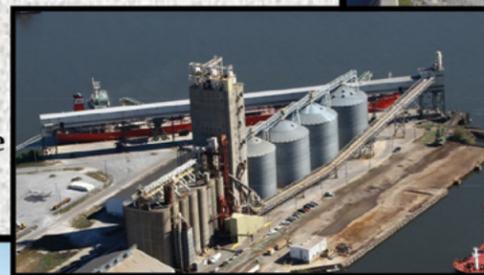
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RENE STIEGLER IN MEMORIAM



Rene Albert Stiegler, Jr. died peacefully at his home on April 20. He was 92 years old.

Stiegler was born in New Orleans, Louisiana on October 20, 1922. He was a 1939 graduate of St. Aloysius High School and attended Tulane University before being called to the Navy during World War II.

Stiegler came to Mobile in 1952 to open the office for States Marine Isthmian Lines. When they closed in 1969, he started Stiegler Shipping Company, which he later incorporated in 1973. Stiegler Shipping Company is celebrating 45 years of continuous service in Mobile.

"I started work in Panama City in 1967 when Mr. Stiegler was with States Marine Isthmian, and would come over from Mobile and work out of our office," said H.S. "Smitty" Thorne, deputy director and chief operating officer of the Alabama State Port Authority. "I remember him as a very professional, knowledgeable and kind man who took extra time to explain to a young beginner any questions that arose. I always enjoyed seeing him over the years. He will be missed."

Stiegler served as president of the Mobile Steamship Association, Propeller Club and Catholic Maritime Club. He was a member of the Rotary Club, Athelstan Club and Country Club of Mobile.

He was preceded in death by his wife, Kinta Colomb Stiegler, and is survived by his five children, Rene Stiegler III, Gary Stiegler, Kim Stiegler, Kinta Stiegler Godwin, and Karen Stiegler Lupton. He had 13 grandchildren and five great grandchildren.

CUBAN DIPLOMAT VISITS THE PORT OF MOBILE



Cuban diplomat Dr. Carlos Alzugaray Treto, an internationally recognized expert in Cuban relations, visited the Port of Mobile this past February. During his visit, Alzugaray Treto spoke at the University of South Alabama to share Cuba's perspective on trade relations in the aftermath of President Barak Obama's announcement in December to "chart a new course in our relations with Cuba." Born in Havana, Alzugaray Treto has held a number of Cuban governmental and academics posts since the early 1960s.

"It was an honor to have Dr. Alzugaray Treto on our campus," said Dr. Jim Connors, interim dean for the School of Continuing Education & Special Programs at the University of South Alabama. "His presentation on developments in Cuba-U.S. relations since the momentous December 17 agreement was deeply insightful. It's always a pleasure to hear directly from those so closely connected to history."

While in Mobile, the Alabama State Port Authority hosted a luncheon and port tour for Alzugaray Treto. In attendance were representatives from Alabama businesses engaged in export activities through the Port of Mobile.

"Historically, the port supported trade between the U.S. and Cuba," said Jimmy Lyons, chief executive officer and director of the Alabama State Port Authority. "The Port Authority would like to see that trade resume to the benefit of Alabama and Cuban shippers alike. Fostering dialogue and understanding of Cuba's markets and needs provide an excellent opportunity for Alabama goods to be sold to Cuba should trade relations normalize."

Alzugaray Treto's visit was sponsored by the University of South Alabama's department of political science and criminal justice and the Society Mobile-La Habana.

Welcoming Dr. Alzugaray Treto at the Port were, from left to right, John Arendall, Regions Bank; Richard Weavil, The Weavil Company; Maria Mendez, ASPA; Ben Stimpson, Gulf Scotch Lumber; Angus Cooper, III, Cooper T Smith; Smitty Thorne, ASPA; Dr. Alzugaray Treto, Republic of Cuba; Gina Gregory, Mobile City Council; F. Grey Redditt, Jr., Vickers Riis LLC; Jimmy Lyons, ASPA; Bob Chappelle, Mobile Area Chamber of Commerce; Sarah May, Springdale Travel; Holly Hudson, University of South Alabama; and Frank Fogarty, ASPA.

GREAT BRITAIN HONORARY CONSUL GENERAL VISITS PORT



In the spring, the Honorary Consul General from Great Britain visited and toured the Port of Mobile. From left to right, Devereaux Bemis, City of Mobile; Judith Adams, ASPA; Jeremy Pilmore-Bedford, Honorary Consul General, Great Britain; Jordan Lockwood, Office of Honorary Consul General, Great Britain; and Carol Hunter, Downtown Mobile Alliance.

TENN-TOM AUTHORITY HIRES ADMINISTRATOR



The Tennessee-Tombigbee Waterway Development Authority has hired J. Craig Stepan of Fairhope, AL as its administrator. He succeeds Bruce Windham who retired from the post last year. Stepan will also serve as president of the Tennessee-Tombigbee Waterway Development

Council, the authority's sister waterway trade association.

"The members of the authority are pleased to have someone with Craig Stepan's extensive background and experience in marine transportation to lead our efforts to promote the development of the waterway and grow its benefits to our region," said Brian Roy, vice-chairman of the waterway compact.

Before joining the waterway agency, Stepan was president and owner of Superior Shipping and Consulting Services LLC, specializing in multi-modal transportation matters. He has more than 38 years of experience dedicated to the marketing, development, and operation of marine transportation, including terminal facilities in the U.S. and abroad. Earlier in his career, he held executive management

positions with U.S. Steel, including general manager and president of its Warrior and Gulf Navigation Company and Mobile River Terminal Company. At that time these business enterprises generated about \$85 million in annual revenues and were responsible for barge shipments of 10 million tons annually.

"In addition to having many years of involvement in all the major modes of transportation, Craig also understands the respective roles of the Corps of Engineers, the Coast Guard, and that of waterway stakeholder groups like the Council to make the waterway an efficient and dependable mode of transportation," said Lucian Lott, chairman of the Tenn-Tom Waterway Council. "He will provide needed leadership and direction for our group," Lott added.

The waterway authority is a four-state interstate compact, ratified by the U.S. Congress, to promote the development of the Tenn-Tom Waterway and its economic potential to the region and the nation. Its member states are Alabama, Kentucky, Mississippi, and Tennessee. Chairmanship of the compact rotates annually among the four governors with Gov. Steve Beshear of Kentucky currently serving as its chairman. The Waterway Council has nearly 200 members from 13 states and serves as a forum for a multitude of public and private interests in the waterway and its benefits, including commerce and trade, recreation and tourism, and economic development. Both organizations are headquartered in Columbus, MS.

ASPA SPONSOR'S FORUM ALABAMA BREAKFAST



In March, the Alabama State Port Authority sponsored the Forum Alabama breakfast with U.S. Sen. Richard Shelby, hosted by the Mobile Area Chamber of Commerce at the Battle House Hotel. Jimmy Lyons, CEO of ASPA, introduced Sen. Shelby at the event. More than 200 representatives attended the event from business, maritime, and government entities. Sen. Shelby discussed pressing issues such as national security, taxes, government spending and regulatory reforms. From left to right, Jimmy Lyons, Director & CEO, ASPA; Mayor Sandy Stimson, City of Mobile; Sen. Richard Shelby; Angus Cooper, III, Cooper/T. Smith and ASPA Board Member; Bill Sisson, Mobile Area Chamber of Commerce.

PAGE & JONES WINS CONTRACT WITH AIRBUS

Page & Jones Inc. of Mobile received an import clearance and export services contract with Airbus related to its A320 final assembly line under construction at Mobile Aeroplex at Brookley.

According to Mike Lee, chief executive officer of Page & Jones, "We are very pleased and proud to have been chosen to provide these services to Airbus. Few projects have generated as much interest and excitement as this one. We look forward to being a partner to Airbus for many years to come."

The \$600 million A320 facility will receive parts and assemblies from various countries, and major component assemblies such as fuselage sections, tail planes and wings are expected to arrive in the U.S. via the Port of Mobile.

Currently, Airbus is constructing its first aircraft assembly line in the U.S. at Mobile Aeroplex at Brookley. The new assembly facility is highly anticipated as it will help efficiently fill the mounting backlog for the Airbus A320 planes. The facility is slated to be in operation this summer, and deliver its first Mobile-assembled aircraft the following year. Airbus' Mobile operations will employ approximately 1,000 people at full annual production of 40-50 aircraft by 2018.

Founded in 1892, Page & Jones is an international logistics company with branch offices at 12 ports and airports in a six-state area. Specifically, it offers U.S. Customs clearance, export forwarding and ship agency services between ports and airports worldwide.

CLIPPER MARKS ONE-YEAR ANNIVERSARY WITH STEEL SHUTTLE EXPRESS

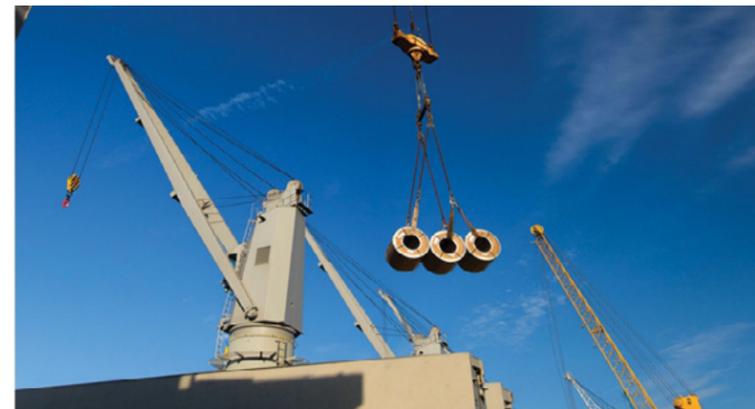
Clipper Steel Services celebrated the one-year anniversary of its steel shuttle express service, which began out of the Port of Mobile in early 2014. The service has resulted in more than 50 voyages and 500,000 metric tons of steel. Throughout the past year, a Clipper vessel has been loaded with steel cargo headed for Altamira, Mexico approximately every ten days, as an express shuttle with typically two days transit time.

Primary cargo on the service consists of stainless steel coils for the Mexican steel and automobile industries. From time to time, Clipper also ships galvanized steel coils from Altamira back to Mobile. Prior to introducing the shuttle express service, Clipper Steel Services shipped more than 200,000 metric tons of coils between 2010 and 2014 from Mobile to Altamira for the client base it serves today, utilizing Clipper's regular transoceanic sailings arriving from Antwerp, Belgium, and Civitavecchia, Italy.

Further contributing to the reliable and timely shuttle service are the modern and specialized steel terminals in both ports. Alabama Steel Terminals (AST) opened a brand new steel coil handling facility at the Port of Mobile's main docks in January 2015. The 28,000 dead weight tons Clipper IZUMO was the first vessel using

the new facilities, loading on January 9. In Altamira, IPA Steel Terminal is the only dedicated steel and breakbulk terminal. Located in the free zone with excellent infrastructure and high security, the specialized terminal has handled more than 5,100,000 mt steel cargo since its opening in 2009.

Clipper has been serving the steel industry for more than 20 years. Each year, around 2,000,000 tons of finished and semi-finished steel products are loaded in ports around Europe and Brazil, destined for the U.S., Mexico and the North Coast of South America.



BARNHART LAUNCHES NEW RIVER TRAIN SERVICE

Barnhart Crane & Rigging launched its new barge service—River Train—which facilitates the movement of project cargoes, weighing 150 tons and more, along any of the navigable U.S. river systems, including Alabama's inland and intracoastal waterways via the Port of Mobile.

John Mickler, national logistics development manager at Barnhart, explained that the new service is the product of a partnership not limited to one specific barge company, but rather to a number of experienced operators. "The River Train has a regular service, with several departures going north and south," said Mickler. "We compare it to FedEx on the waterways, in that we can get it there when you need it to fit your schedule and your needs. Standard delivery, express or premium."

An extensive fleet of hopper and deck barges, including four owned by Barnhart itself, can transport project cargoes from the Gulf of Mexico all the way to the Great Lakes St. Lawrence Seaway System, for example, he added.

Although Barnhart is experienced in all transport modes, Mickler explained that some of the Department of Transportation (DOT) regulations and limitations in different U.S. states can often make transport via inland waterways an easier option than delivery by road. Barnhart's extensive infrastructure across the USA means that customers can also benefit from the breadth of the company's services, including its fleet of cranes.

"When you use a hopper barge, you need to be able to lift the cargo in and out," said Mickler. "If you are at a port, this is not a problem, with a ship's gear and quayside cranes." However, explained Mickler, destinations along the river do not tend to have such equipment in place.

Since Barnhart has facilities along many U.S. rivers, on the Gulf Coast, in Houston and in Chicago, the company can often handle the project cargo at the destination using its own lifting and transport equipment,



which is an obvious benefit for its customers. "Both rail and road have their limitations, and when project cargoes get bigger and heavier, inland waterways can provide a solution," Mickler added.

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VB 10,000 CALLS AT PORT OF MOBILE

Fondly known as “The Big Orange Thing,” VB 10,000 arrived in the Port of Mobile in March. Used for the installation and removal of offshore oil platforms as well as salvage operations, including the recovery of toppled platforms damaged by hurricanes in the Gulf of Mexico, the VB 10,000 was in the Port headed to BAE Shipyard for its five-year inspection and classification.

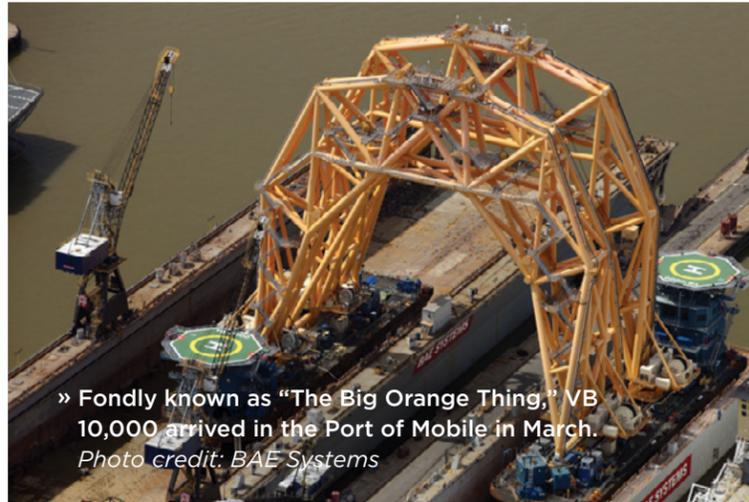
Versamarine LLC is the owner and operator of the 100 percent U.S.-built and operated heavy lift vessel.

According to Matt Fish, marine operations manager for Versamarine, “The VB 10,000 is the largest U.S. owned heavy lift vessel. The catamaran vessel was deployed for the first time in October 2010.”

Home ported in Sabine Pass, Texas, the VB 10,000 took three days to tow to Mobile. A total of nine tug boats assisted the vessel to BAE where the VB 10,000 spent two weeks in dry dock before returning back to its homeport.

The lift capacity of the VB 10,000 is 7,500 tons, optimizing the vessel’s ability for decommissioning and installation of offshore platforms along with enhanced salvage capabilities. The VB 10,000 has four main lift hoists, four auxiliary hoists and multiple rigging support hoists. VB 10,000’s twin gantries have a hook height of 178 feet. The 166-feet of clearance between the hulls allows for much larger lifting and lowering operations.

The installation of a fully automated DP3 dynamic positioning system, consisting of four, 1,000-HP retractable thrusters in each of the two barges, eliminates the need for anchors and mooring lines. The VB 10,000 can operate in waters of any depth, enter and leave lift sites at any hour without the aid of tugs, and hold station with an accuracy measured in inches. These features provide the VB 10,000 with unique capabilities beneficial to deepwater construction operations.



» Fondly known as “The Big Orange Thing,” VB 10,000 arrived in the Port of Mobile in March.
Photo credit: BAE Systems

In the VB 10,000’s second season of operation Versabar engineers also developed a set of two, massive 1,100-ton purpose-built “Claws” which enable the vessel to retrieve sunken topsides or other debris without exposing divers to hazardous working conditions.

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AUSTAL LAUNCHES USNS BRUNSWICK; RECEIVES FUNDING FOR TWO LCS SHIPS AND OPTION FOR A THIRD

Austal launched the recently christened USNS Brunswick (JHSV 6) at its state-of-the-art ship manufacturing facility in Mobile, Ala., in April. This is the second U.S. Navy ship launched at Austal USA’s Mobile, Ala. shipyard in less than three months.

With the 338-foot Joint High Speed Vessel entering the water for the first time, the ship will undergo final outfitting and testing before sea trials and delivery to the U.S. Navy later this year. USNS Brunswick is the sixth JHSV Austal has launched as part of a \$1.6 billion, 10-ship block buy contract.

In addition, the U.S. Navy has issued a modification to Austal’s contract funding the last two ships of the Independence-variant Littoral Combat Ship (LCS) bringing the total to 10 ships to be funded under the Block Buy Contract. In the modification, the Navy has also established an optional 11th ship that could be awarded in FY 16. The option, if exercised, would bring the total of the Independence-variant built by Austal to 13 ships, including 11 ships as the prime contractor.

Three JHSVs and seven Littoral Combat Ships (LCS) are currently under construction in Austal’s Mobile, Ala. shipyard. USNS Trenton (JHSV 5) recently sailed away from Mobile on her way to Pensacola Naval Air Station and the future USS Jackson (LCS 6) is preparing for acceptance sea trials later this summer.



PUBLIC SERVICE COMMISSION TOURS PORT

The Alabama Public Service Commission recently toured the Port of Mobile. From left to right, Judith Adams, ASPA; Jeff Elrod, Commissioner Chip Beeker’s Office; Brent Woodall, Commissioner Chip Beeker’s Office; Debbie Williams, President Twinkle Cavanaugh’s Office; Place 2 Commissioner Chip Beeker; Place 1 Commissioner Jeremy Oden; Representative Chris Pringle; Jimmy Lyons, ASPA; Mike Cole, Wilmer & Lee; Jeff Johnston, President Cavanaugh’s Office; Blake Kinney, Commissioner Jeremy Oden’s Office; and Abigail MacIver, (PACE) Partnership for Affordable Clean Energy.



APM TERMINALS NAMED “PORT OPERATOR OF THE YEAR”

APM Terminals was announced the winner of the Lloyd’s List North American Maritime Awards’ 2015 “Port Operator of the Year” given in recognition of a North American port or terminal operator which has “maintained the highest standards of operational efficiency and customer service throughout the year.” The North American Maritime Award, in its second year, is judged upon exceptional innovation, efficiency, a sustained commitment to customer service and an outstanding safety and environmental record by

an independent panel of industry experts. The award was received on behalf of APM Terminals by Michael Shaffer, Director of APM Terminals Houston. APM Terminals is the largest terminal operator in North America with operations in eight major American ports, including the Port of Mobile, Alabama, as well as Port Elizabeth, New Jersey; Charleston, South Carolina; Jacksonville and Miami, Florida; Houston, Texas; Los Angeles, California; and Tacoma, Washington.

JASA HOLDS ANNUAL MEETING AT PORT

In May, the Japan-America Society of Alabama (JASA) held its annual meeting at the Port of Mobile.

ASPAs; Frank Fogarty, ASPA; and Troy Wayman, Mobile Area Chamber of Commerce.

Below left, from left to right, Joshua Baxley, B.L. Harbert; J.T. Smith, Glovis America; Denson White, APM Terminals Mobile; Jason Pandeloglou, CMA-CGM Parrish Lawler,

Below right, from left to right, Kazuo Moriya, Hayashi Telempu North America, and Frank Fogarty, ASPA.



ASPAs HOSTS STUDENTS AT 4TH ANNUAL WHO WORKS THE RIVERS



The 4th Annual “Who Works the Rivers” (WWR), was held in late March in Mobile. Students started the day with tours at Cooper Marine & Timberlands Terminal and the Alabama State Port Authority’s main docks. Following the tours, students enjoyed a box lunch at Cooper Riverside Park. The event concluded with a mini career fair at the Alabama Cruise Terminal, where students had the opportunity to visit with sponsors and career fair participants in hopes

of discovering interesting career opportunities within the maritime industry. This year’s sponsors and participants included: Alabama State Port Authority, Cooper Marine, Alabama Industrial Development Training (AIDT), GulfQuest, AEP River Operations, Propeller Club Port of Mobile, Norton Lilly, Parker Towing Company, Inc., U.S. Customs & Border Protection, USCG, Richardson Stevedoring & Logistics and Warrior Tombigbee Waterway Association. Mobile Co. Soil & Water Conservation District was also a partner in the event.



First Commercial Tow Transits Tenn-Tom



The tugboat EDDIE WAXLER embarked on a historic voyage as it left the Port of Mobile to become the first commercial tow on the Tennessee-Tombigbee Waterway.

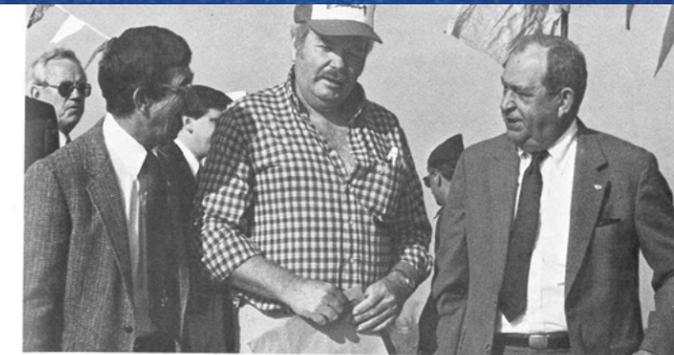
It was history in the making. The end of a long, arduous passage; the dawning of a new era. For many, it was a dream come true. More than a year ahead of its original schedule, the Tennessee-Tombigbee Waterway was open for business.

The decision of who should have the honor of being the first commercial tow to transit the 234-mile long waterway was not an easy one to make. After all, the Tenn-Tom is the most ambitious waterway project in our nation’s history. Not only were transportation companies eager to start using the waterway and saving time and money, there were the historical implications to be considered. Imagine the pride with which workers of a towing company could say, “Our tow was the first, the first, mind you, to go up the Tenn-Tom.” Everyone wanted to be the first.

The only fair way to settle the matter was to hold a lottery. The drawing was held by the

U.S. Army Corps of Engineers in a ceremony in Columbus, Mississippi, January 4, 1985. Waxler Towing Company, Inc., of Memphis, Tennessee was chosen for the honor of first tow on the Tenn-Tom. Eddie Waxler, vice president of the company, was justifiably ecstatic, “We think it’s the greatest thing that’s ever happened to our company — this is the historic run. This is an honor for us.” Waxler added that a hundred years from now, his company’s name would still be a part of Tenn-Tom history.

The tow, which consisted of four barges containing a total of 64,000 barrels of gasoline and diesel fuel, arrived at the Port of Mobile via the Intracoastal Waterway from the west. In the past, the company made its New Orleans to Sheffield run by transporting barges up the Mississippi River to the Ohio River and from there up the Tennessee River. By using the Tenn-Tom, Waxler expected to



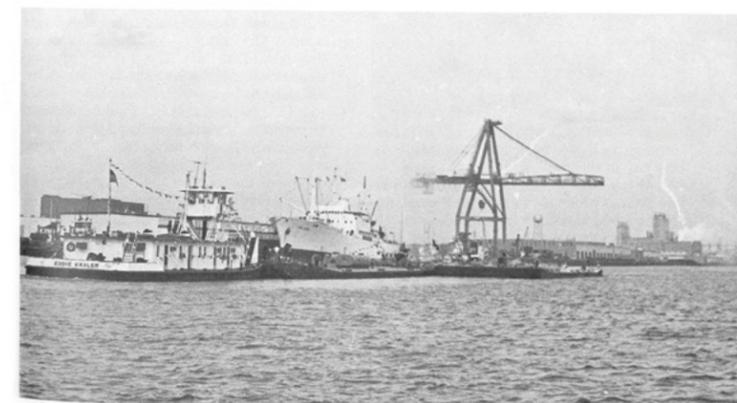
Billy Waxler (left), president, Waxler Towing Company, Inc.; and Alabama State Docks Director Robert M. Hope (right) discuss the momentous occasion with tugboat captain Ross Stringfellow.

cut its passage time by a week and save more than 500 barge miles.

On January 10, 1985, the monumental first tow left Mobile. Gaily adorned with red, white and blue pennants, the tug EDDIE WAXLER began its run up the Mobile Ship Channel. The tug was saluted by the guns of the city’s reconstructed Fort Conde. Coast Guard vessels and the city’s fireboard RAMONA DOYLE accompanied the EDDIE WAXLER

to the main part of the Alabama State Docks. Overhead, a Coast Guard Falcon jet made three low passes to salute the historic occasion.

On board the tug for the trip from McDuffie Terminals to the State Docks were Alabama State Docks Director Robert M. Hope; Mobile Harbormaster W.K. Morgan; Colonel Patrick J. Kelly, Mobile District Engineer, U.S. Army Corps of Engineers;

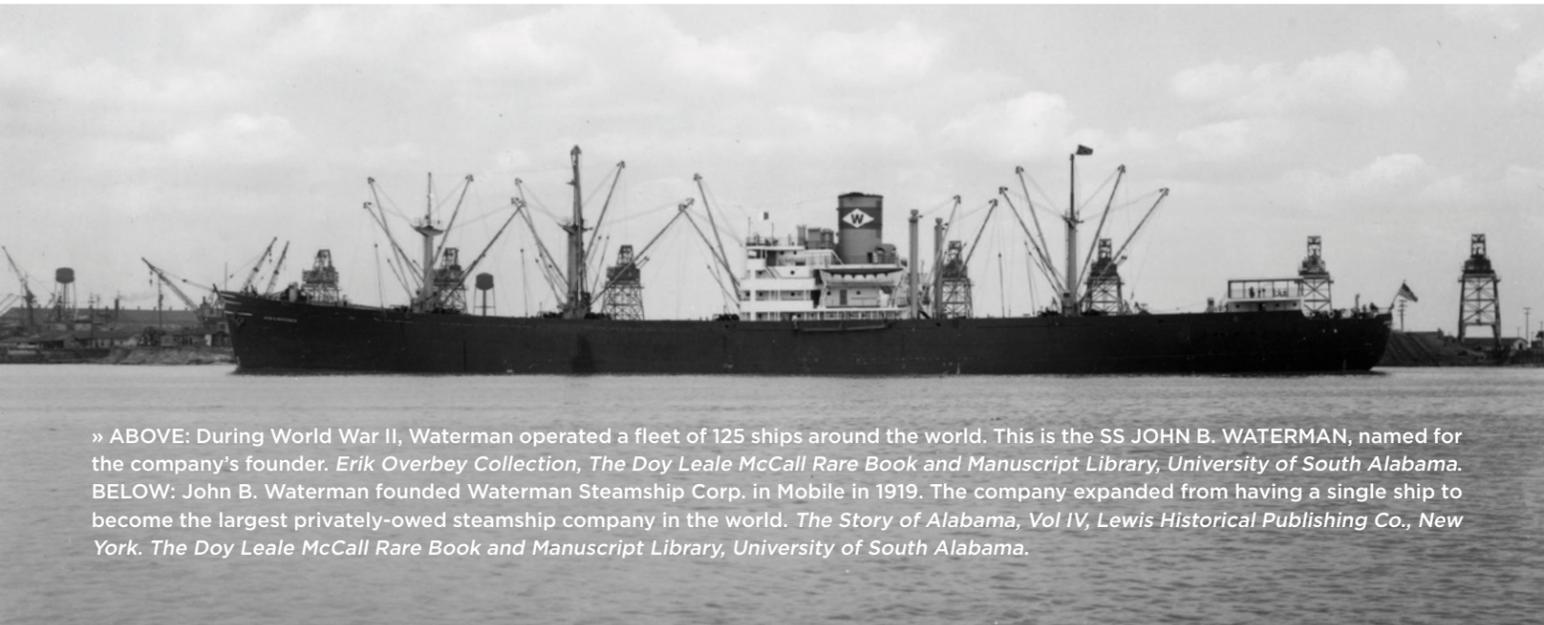


The tow consisting of four barges carrying a total of 64,000 barrels of gasoline and diesel fuel makes its way past the State Docks container facility.

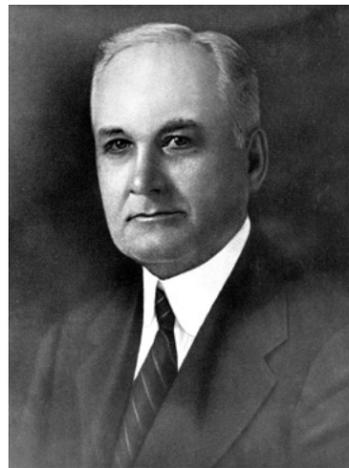
Published since 1927, the Alabama Seaport magazine is the oldest, continuously published Port magazine in the U.S. This story from the March 1985 issue features the first commercial tow to transit the Tennessee-Tombigbee Waterway, one year ahead of the scheduled opening.



WATERMAN STEAMSHIP: THE MOBILE COMPANY THAT SPANNED THE GLOBE



» ABOVE: During World War II, Waterman operated a fleet of 125 ships around the world. This is the SS JOHN B. WATERMAN, named for the company's founder. Erik Overbey Collection, The Doy Leale McCall Rare Book and Manuscript Library, University of South Alabama. BELOW: John B. Waterman founded Waterman Steamship Corp. in Mobile in 1919. The company expanded from having a single ship to become the largest privately-owned steamship company in the world. The Story of Alabama, Vol IV, Lewis Historical Publishing Co., New York. The Doy Leale McCall Rare Book and Manuscript Library, University of South Alabama.



Mobilians of a certain age recall with fondness the “Waterman Globe,” the impressive centerpiece of the Waterman Building’s two-story lobby. Made of aluminum and painted in exquisite detail by the Rand McNally Corporation, the globe measured 12 feet in diameter and rotated quietly on its axis (the angle of which perfectly matched that of Earth),

making a complete rotation once every two minutes. Built at a cost of \$40,000, the globe was indicative of the post-war confidence of Waterman’s management. After all, the company was the world’s largest privately-owned steamship company, and its ships sailed to the farthest reaches of the globe so dramatically rendered in 1:55 scale in the lobby of the company’s corporate headquarters. So popular was the globe that Waterman Steamship Corporation hired two full-

time greeters and tour guides to work in the lobby, and school children regularly visited the globe on field trips.

The man who started Waterman and gave the company his name, John Barnett Waterman, was born Dec. 21, 1865, in New Orleans, the son of Thomas Scott Waterman—a Massachusetts native and direct descendant of Miles Standish and Priscilla Alden—and Caroline Louise Barnett Waterman. Waterman attended the University of Louisiana (forerunner of Tulane University) but left at age 18 to try his hand at civil engineering. He soon turned to transportation, however, working for a series of railroads. By the time he was 33, Waterman was the export agent for the Missouri Pacific Railroad in New Orleans. (During the Spanish-American War, Waterman, a captain in the Louisiana State Guard, had taken time from his professional career to serve 13 months in Cuba with the Second Volunteer Regiment).

Waterman came to Mobile in 1902 as manager of the Elder Dempster Steamship Co., a British steamship firm. Recognizing the Port of Mobile’s potential, Waterman joined forces with Coca-Cola bottling magnate Walter D. Bellingrath, lumberman C.W. Hempstead and local attorney Thomas M. Stevens to

organize the Waterman Steamship Corp. in the summer of 1919. The men launched the company with \$2,000 in capital and a single ship, the EASTERN SUN, leased from the U.S. Shipping Board. The EASTERN SUN was authorized to take on the British trade, steaming from the Gulf of Mexico to Liverpool and Manchester; soon, an additional three ships were allocated to Waterman by the U.S. Shipping Board.

Waterman’s political connections helped the company secure a government contract in 1924 for all federal shipping from the Port of Mobile. That same year, Waterman established Ryan Stevedoring Co., as a wholly-owned subsidiary. In 1926, Waterman organized the Mobile, Miami & Gulf Steamship Co., which was renamed the Waterman Line. This enabled Waterman to expand its operations from Mobile to Tampa, Key West, Miami, Puerto Rico and the Caribbean.

In addition to his duties at the helm of Waterman Steamship Corp., John B. Waterman was active in civic affairs, leading the Mobile Chamber of Commerce and the Mobile Maritime Exchange and serving on the boards of the Mobile Cotton Exchange and the Mobile Rivers and Harbors Committee, which was instrumental in the development of the Alabama State Docks (forerunner of today’s Alabama State Port Authority). A member of the Episcopal Church, Waterman was married to Annie Louise Harrison, and the couple had one child, Carol Barnett Waterman, born in 1909.

Waterman was an active proponent of a stronger U.S. Merchant Marine and of better deepwater facilities at the Port of Mobile. He was pleased by the opening of the “modern and scientific” seaport operations of the Alabama State Docks, officially dedicated on June 25, 1928. Along the way, Waterman led the fight for better inland waterways serving Alabama’s deepwater port and worked to equalize Mobile’s rates for railroad and barge line service.

In 1930, the Waterman Steamship Corp. purchased from the government the Mobile Oceanic Line, which included 14 steamships, ranging in size from 7,500 to 9,200 deadweight tons. The following year, Waterman secured a contract to transport the U.S. mail and reorganized the company with paid-in capital of \$611,000 to overhaul the fleet for better freight and passenger service. In 1933, Waterman acquired the Pan-Atlantic Steamship Corp., with four vessels, as its coastwise carrier. Two years later, Waterman launched the Arrow Line Service as its intercoastal carrier. Between 1935 and 1937, Waterman took over the management of the Anchor Line of Glasgow, including a contract to handle all of the International Paper Company newsprint exported from Canada.

John B. Waterman died in 1937, but the firm he had established showed no signs of slowing. Until that year, the Waterman Steamship Corp. had operated under a federal subsidy, as



» After the war, the company built a 17-story headquarters building on St. Joseph St. in downtown Mobile, underscoring management’s confidence in both the city and the shipping industry. Photograph by Thigpen Studio. The Doy Leale McCall Rare Book and Manuscript Library, University of South Alabama.

did almost all U.S.-flagged lines, but Waterman leadership determined that the profits that could be made on restricted operations far outweighed any subsidy and subsequently became the largest non-subsidized steamship company flying the U.S. flag, a fact of which the company was extremely proud.

Just one year after Waterman’s death, the company organized the Gulf Shipbuilding Corp., purchasing the old World War I-era shipyard and company town of Chickasaw, Ala. The Waterman subsidiary would go on to build 30 general cargo vessels and six ships for the banana trade, as well as seven 2,100-ton destroyers, 29 minesweepers and three landing ship docks for the U.S. Navy.

By the beginning of World War II, Waterman owned and operated 38 U.S.-flagged vessels, as well as three Canadian and five Anchor Line ships, plus 12 chartered vessels. During the war, all Waterman vessels were chartered by the U.S. Maritime Commission for war use, but Waterman continued to operate these and other vessels for the government. At the height of the war, Waterman operated a fleet of 125 ships and employed some 900 merchant marines, as well as thousands of workers in its shipbuilding and repair yards and other



» The 12-foot Waterman Globe served as the centerpiece of the Waterman Building's lobby, attracting school children and tourists alike. The globe was surrounded by seven murals commissioned by the company. The globe has been reassembled and today can be seen in the lobby of the Mitchell Center on the campus of the University of South Alabama. C. T. Mayer Collection, The Doy Leale McCall Rare Book and Manuscript Library, University of South Alabama.

subsidiaries. Waterman acted as an agent for the War Shipping Administration, and its ships sailed everywhere that the Allies had operations. The company's commercial European routes were disrupted by the war, but its Latin American routes prospered. By the end of the war, Waterman had become one of the largest steamship lines in the U.S. In less than 20 years, Waterman had grown to have a net worth of more than \$30 million and working capital of \$20 million.

In 1946, Waterman founded Southern Industries to acquire businesses that needed capital and management, including an engineering and construction company, gravel, sand and grit companies, and a poultry feed company. That same year, the company began planning its new corporate offices in Mobile, resulting in the 17-story Waterman Building on St. Joseph St., built at a cost of \$5 million. Described as "the boldest testament that Mobile had entered the Modern Age," the building was opened to employees in December 1948, but the official grand opening was delayed until March 3, 1950, when the glittering lobby with its rotating Waterman Globe and specially commissioned murals was ready for viewing.

Under the direction of Carroll B. Waterman, the company tried a bold experiment beginning in 1946. Proposed as early as 1939 when the company purchased its first airplane, Waterman now launched Waterman Airlines, with the intent of providing air cargo and passenger service. The younger Waterman, an avid private pilot before the war, had served as a naval aviator flying in the Pacific Theater during World War II, leaving the service with the rank of lieutenant commander at war's end. Carroll Waterman recruited fellow naval aviator Cmdr. Jack Thornburg, who in turn, recruited six more Navy pilots for the fledgling airline. Three Navy nurses became the airline's first flight attendants, described in a Mobile Register article as "the most traveled girls of 1946."

Waterman Airlines owned five Lockheed Lodestars and three DC-3s and soon purchased two DC-4s. Waterman ultimately hired a total of 24 pilots and 14 flight attendants. The service was launched as an intrastate airline while it applied for an operating certificate from the Civil Aeronautics Board. The airline had a published timetable and offices in five cities. It continued operations until February 1947, but pressure from other airlines already flying the routes that Waterman initially requested (New Orleans and Tampa to San Juan, Puerto Rico) resulted in the Civil Aeronautics Board denying Waterman's application. An appellate court ruled in Waterman's favor, and the case went all the way to the U.S. Supreme Court, which overturned the appellate court's decision in 1948. While there would be no more Waterman Airlines, the company gained control of TACA Airlines, flying between New Orleans and Central America. The Waterman aircraft were repainted in TACA livery and registered in Central America.

Waterman Steamship continued to expand, adding ships and service, which now included Mobile, New Orleans, Puerto Rico, the U.K., continental Europe, the Mediterranean, the Philippines, China, Japan and other Far East ports. With the opening of a Waterman office in Detroit in 1948, the company had 23 branch offices throughout the U.S. and its territories. The company owned 120 dry cargo vessels, the largest fleet sailing under the U.S. flag. It had also become the largest privately-owned steamship company in the world.

In January 1950, Waterman received permission to establish permanent passenger service between 32 U.S. Atlantic and 36 Pacific ports, which it had already been operating on a temporary basis. The ships in the service were a combination of passenger-freighters, each carrying up to 12 passengers.

The February 1955 issue of Port of Mobile News (forerunner of Alabama Seaport) reported the January 21 purchase from Waterman Steamship Corp. of all of the capital stock of the Pan-Atlantic Steamship Corp. and the Gulf Florida Terminal Co. by Malcom P. McLean's McLean Securities Corp. The article quoted McLean as saying, "Acquisition of Pan-Atlantic

Steamship Corp. will permit us to proceed immediately with plans for construction of trailerships. When these new ships have been built, coordinated Pan-Atlantic Sea-Land Services can be inaugurated immediately between Atlantic ports and Gulf ports." It was the beginning of a new era in shipping and the realization of a vision that McLean had had in the 1930s as he had watched the inefficiencies of transferring cargo from truck to dock to warehouse to ship. His "trailerships," as he called them, would soon be known to the world as "containerships," and it was Waterman's Pan-American Steamship Corp. that would introduce the service.

Although Waterman President Capt. Norman Nicolson was quoted in that same article as saying that no other Waterman services would be changed, McLean purchased the rest of Waterman Steamship Corp. for \$41,978,304 in May 1955. Assets included in the purchase included 30 ships, the 17-story Waterman Building, Waterman Repair Yard, Ryan Stevedoring Co., the Grand Hotel at Point Clear and holdings in Puerto Rico. McLean declined to purchase Southern Industries.

In October 1957, Waterman announced that it was expanding containership services to Puerto Rico from New York and Baltimore as the company continued to use Mobile shipyards to convert existing cargo vessels into ships that could accommodate both containers and breakbulk cargoes. In June 1963, Waterman inaugurated weekly container service to

Puerto Rico from Mobile via two ships, the SS MOBILE and SS NEW ORLEANS.

Waterman's heyday had passed. Ownership of the company changed several times over the years as the fleet grew smaller and more specialized. The U.S. Merchant Marine entered a period of decline. Containerships, ever bigger and bigger, was what the world demanded. By the mid-1980s, Waterman was associated with the LASH system, utilizing barges as lighters aboard ships to service ports that were unable to accommodate containerships. Waterman Steamship primarily served ports in the Middle East, Far East and Southeast Asia. In November 1983, the company filed for Chapter 11 bankruptcy. Although the company still maintained offices in Mobile, its headquarters had long since been moved to New York. In 1986, the company's reorganization plan was approved. Three years later, the company shuttered its Mobile offices and moved them to New Orleans. What had once been the largest privately owned steamship company in the world had been reduced to a fleet of seven ships.

Today, Waterman Steamship is a principal subsidiary of International Shipholding Corp. and once more has offices in Mobile and New York. Waterman provides liner service and time charter contracts, with direct service from U.S. Atlantic and Gulf ports to Dubai, Saudi Arabia, Kuwait, Iraq and Egypt and direct service from West Coast ports to Japan, Korea and Guam.



» Waterman launched Waterman Airlines in 1946, with hopes of establishing an international air cargo and passenger service. Pressure from existing airlines and government bureaucracy proved too great to overcome, and the airline made its final flight in February 1947. William Lavendar Collection, The Doy Leale McCall Rare Book and Manuscript Library, University of South Alabama.

ARRIVALS/SAILINGS

APM TERMINALS MOBILE SERVICE LINES

APL ATS Eastbound
APL ATS Westbound
China Shipping AAE2
CMA CGM PEX 3 Service

HMM ATS
MAERSK TransAtlantic TA2 Eastbound
MAERSK TransAtlantic TA2 Westbound
MSC Gulf Feeder Service

MSC South Atlantic
ZIM LINES MXX Mexico Express

For more details visit asdd.com/arrivalsailings.html

TRADE LANES

DESTINATION	LINE	FREQUENCY	AGENT
ALGERIA ALGIERS MOSTAGANEM	Nordana Nordana Oran	Inducement Inducement Inducement	Biehl & Company Biehl & Company ISS RioMar
ARGENTINA PUERTO MADRYN CAMPANA	Gearbulk Gearbulk	Bi-Monthly Bi-Monthly	Inchcape Inchcape
ARUBA ORANJESTAD	C.I.C.	Monthly	Seacliff Agencies
BARBADOS BRIDGETOWN	C.I.C.	Monthly	Seacliff Agencies
BELGIUM ANTWERP	Grieg Star Shipping	Every 14 Days	Nord-Sud Shipping
BELIZE BIG CREEK	MCW Shipping	Bi-Weekly	Bulk Shipping
BRAZIL BARRA DO RIACHO BELEM BREVOS MONTEVIDEO PARANAGUA PORTOCEL PRAIA-MOLE RIO DE JANEIRO SANTOS	Gearbulk C.I.C. C.I.C. Westfal-Larsen Shipping Gearbulk Westfal-Larsen Shipping Gearbulk Grieg Star Shipping Westfal-Larsen Shipping Grieg Star Shipping Westfal-Larsen Shipping Gearbulk Grieg Star Shipping	Monthly Bi-weekly Monthly Monthly Bi-Monthly Monthly Bi-Monthly Monthly Monthly Monthly Monthly Bi-Monthly Monthly Monthly Monthly Bi-Monthly Monthly	Inchcape Seacliff Agencies Seacliff Agencies Westfal Larsen/Inchcape Inchcape Westfal Larsen/Inchcape Inchcape Grieg Star Westfal Larsen/Inchcape Grieg Star Westfal Larsen/Inchcape Inchcape Grieg Star
CANARY ISLANDS LAS PALMAS TENERIFE	Spliethoff Spliethoff	Monthly Monthly	Page & Jones Inc. Page & Jones Inc.
CAYMAN ISLANDS GEORGETOWN	MCW Shipping	Bi-Weekly	Bulk Shipping
CHILE ARICA LIRQUEN SAN ANTONIO	Grieg Star Shipping Grieg Star Shipping Grieg Star Shipping	Monthly Monthly Monthly	Grieg Star Grieg Star Grieg Star
CHINA DAGANG QINGDAO SHANGHAI	Grieg Star Shipping Grieg Star Shipping Grieg Star Shipping	Monthly Monthly Monthly	Grieg Star Grieg Star Grieg Star
COLOMBIA BARRANQUILLA CARTAGENA SANTA MARTA	TBS Shipping TBS Shipping Dan-Gulf Shipping	Monthly Monthly Bi-Monthly	Seacliff Agency Seacliff Agency Lott Ship Agency

DESTINATION	LINE	FREQUENCY	AGENT
CURAÇAO WILLENSTAD	C.I.C.	Monthly	Seacliff Agencies
DOMINICA ROSEAUX	C.I.C.	Monthly	Seacliff Agencies
DOMINICAN REPUBLIC RIO HAINA	C.I.C. Caribbean Forest Carriers	Monthly Inducement	Seacliff Agencies Transmarine Alabama LLC
ECUADOR PUERTO BOLIVAR GUAYAQUIL	Grieg Star Shipping Grieg Star Shipping	Monthly Monthly	Grieg Star Grieg Star
EGYPT ALEXANDRIA	Nordana	Inducement	Biehl & Company
ENGLAND TILBURY	Grieg Star Shipping	Bi-Monthly	Nord-Sud Shipping
FRANCE BOULOGNE SETE	Grieg Star Shipping Grieg Star Shipping	Monthly Bi-Monthly	Nord-Sud Shipping Nord-Sud Shipping
GERMANY BREMEN	Grieg Star Shipping	Every 14 Days	Nord-Sud Shipping
GREECE PIRAEUS	Nordana	Inducement	Biehl & Company
GRENADA SAINT GEORGES	C.I.C.	Monthly	Seacliff Agencies
GUADELUPE BASE-TERRE	C.I.C.	Monthly	Seacliff Agencies
ITALY GENOA LIVORNO MONFALCONE NAPLES SAVONA	Nordana Nordana Grieg Star Shipping Grieg Star Shipping Grieg Star Shipping Grieg Star Shipping	Inducement Inducement Monthly Monthly Monthly Monthly	Biehl & Company Biehl & Company Nord-Sud Shipping Nord-Sud Shipping Nord-Sud Shipping Nord-Sud Shipping
JAMAICA KINGSTON	C.I.C. Caribbean Forest Carriers	Bi-Weekly Inducement	Seacliff Agencies Transmarine Alabama LLC
JAPAN IYOMISHIMA MISHIMA-KAWANOE NIIGATA SHIMIZU TAGONOURA TOKYO	Saga Forest Carriers Grieg Star Shipping Saga Forest Carriers Grieg Star Shipping Grieg Star Shipping Saga Forest Carriers Saga Forest Carriers	Inducement Monthly Inducement Monthly Monthly Inducement Inducement	Biehl & Company Nord-Sud Shipping Biehl & Company Grieg Star Nord-Sud Shipping Biehl & Company Biehl & Company
KOREA INCHON KUNSAN MASAN ONSAN	Saga Forest Carriers Grieg Star Shipping Grieg Star Shipping Grieg Star Shipping Grieg Star Shipping	Inducement Monthly Monthly Monthly Monthly	Biehl & Company Nord-Sud Shipping Nord-Sud Shipping Nord-Sud Shipping Grieg Star
LEBANON BEIRUT	Nordana	Inducement	Biehl & Company
MARTINIQUE FORT-DE-FRANCE	C.I.C.	Monthly	Seacliff Agencies

DESTINATION	LINE	FREQUENCY	AGENT
MEXICO COATZACOALCOS TAMPICO	CG Railway Spliethoff	Every 4 Days Monthly	CG Railway Page & Jones Inc.
MOROCCO CASABLANCA	Spliethoff	Monthly	Page & Jones Inc.
NETHERLANDS ROTTERDAM VELSEN	Grieg Star Shipping Grieg Star Shipping	Every 14 Days Monthly	Nord-Sud Shipping Nord-Sud Shipping
PERU CALLAO	TBS Shipping Grieg Star Shipping	Monthly Monthly	Seacliff Agency Grieg Star
CHIMBOTE	TBS Shipping	Monthly	Seacliff Agency
POLAND GDYNIA	Grieg Star Shipping	Monthly	Grieg Star
SCOTLAND MONTROSE	Grieg Star Shipping	Monthly	Nord-Sud Shipping
SOUTH AFRICA CAPETOWN DURBAN PORT ELIZABETH RICHARDS BAY	Gulf Africa Line Gulf Africa Line Gulf Africa Line Gulf Africa Line	Monthly Monthly Monthly Monthly	Biehl & Company Biehl & Company Biehl & Company Biehl & Company
SPAIN ALGECIRAS/PALAMOS BARCELONA	Spliethoff Nordana Spliethoff	Monthly Inducement Monthly	Page & Jones Inc. Biehl & Company Page & Jones Inc.
BILBOA CADIZ GANDIA MOTRIL PALMA DE MALLORCA VIGO VALENCIA	Spliethoff Spliethoff Spliethoff Grieg Star Shipping Spliethoff Spliethoff Nordana	Monthly Monthly Monthly Monthly Monthly Monthly Inducement	Page & Jones Inc. Page & Jones Inc. Page & Jones Inc. Nord-Sud Shipping Page & Jones Inc. Page & Jones Inc. Biehl & Company
ST. CROIX	C.I.C.	Monthly	Seacliff Agencies
ST. KITTS BASSETERRE	C.I.C.	Monthly	Seacliff Agencies
ST. LUCIA CASTRIES VIEUX FORT	C.I.C. C.I.C.	Monthly Monthly	Seacliff Agencies Seacliff Agencies
ST. MARTIN	C.I.C.	Monthly	Seacliff Agencies
ST. THOMAS	C.I.C.	Monthly	Seacliff Agencies
ST. VINCENT KINGSTOWN	C.I.C.	Monthly	Seacliff Agencies
SWEDEN STOCKHOLM	Polish Ocean Line	Weekly	Biehl & Company
TOBAGO	C.I.C.	Monthly	Seacliff Agencies
TRINIDAD PT. LISAS	Dan-Gulf Shipping	Bi-Weekly	Lott Ship Agency
TURKEY ISTANBUL IZMIR MERSIN	Nordana Nordana Nordana	Inducement Inducement Inducement	Biehl & Company Biehl & Company Biehl & Company
VENEZUELA GUANTA MARACAIBO	Dan-Gulf Shipping Dan-Gulf Shipping	Bi-Weekly Bi-Weekly	Lott Ship Agency Lott Ship Agency

PORT OF MOBILE DIRECTORY

AIR CARGO

FEDEX EXPRESS BFMR/AGFS (251) 432-6705

ALABAMA INTERNATIONAL TRADE CENTER

ALABAMA WORLD BUSINESS CTR.—
1500 Resource Dr., Birmingham, AL 35242..... (205) 250-4747
UNIVERSITY OF ALABAMA—Tuscaloosa—P. O. Box 870396..... (205) 348-7621

AUXILIARY SERVICES

CATHOLIC MARITIME CLUB—400 Government St., Mobile, AL (251) 432-7339
Joe Connick, Director; Father Lito, Chaplain
FISHERS OF MEN MINISTRIES INTERNATIONAL..... (251) 233-6621
INTERNATIONAL SEAMAN'S CENTER—605 Texas Street (251) 433-7953

BANKS WITH INTERNATIONAL DEPARTMENTS

BBVA COMPASS BANK, JOHN SEIBT (251) 470-7425
FIRST COMMERCIAL BANK—BIRMINGHAM..... (205) 868-6171
HANCOCK/WHITNEY BANK—MOBILE..... (251) 662-1025
REGIONS BANK—MOBILE..... (251) 690-1187

BARGE FLEETING SERVICE

DELTA MARINE SERVICE (251) 937-4060
HIGMAN MARINE SERVICES, INC..... (251) 433-1732

BLAST FREEZE/COLD STORAGE

SEANOUS..... (251) 433-7399

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ALABAMA BULK TERMINALS..... (251) 438-9891
ARC TERMINALS (251) 421-1651
GULF COAST ASPHALT (251) 432-7666
NUSTAR (251) 456-8491
PLAINS MARKETING (251) 456-4688; (251) 377-8864
RADCLIFF/ECONOMY MARINE SERVICES..... (251) 433-0066

BUNKERING SERVICE

ATLANTIC GULF BUNKERING..... (251) 431-5900
BUFFALO MARINE (713) 923-5571
MIDSTREAM FUEL SERVICES, INC.—P. O. Box 2826 (251) 433-4972
RADCLIFF/ECONOMY MARINE SERVICES—P. O. Box 3064..... (251) 433-0066
SECTOR ENERGY MANAGEMENT—P. O. Box 2426, Mobile 36652 (251) 423-1020

CONSULATES

CONSULAR CORPS OF MOBILE—6204 Brandy Run North 36608..... (251) 455-8182
BOLIVIA—Thomas J. Purvis—3413 Canacee Dr..... (251) 666-6969
DENMARK—Martin H. Cunningham—205 St. Louis St..... (251) 432-4633
DOMINICAN REPUBLIC—Luis Frias—951 Government St., Suite 520..... (251) 432-2332
FRANCE—Maxanna Nichols—18 Houston St..... (251) 366-0051
NORWAY—L. H. Stuart, Jr.—6204 Brandy Run Road N..... (251) 342-2151

CONTAINER REPAIR & LEASING

AFFORDABLE TRUCK SALES..... (251) 947-1944
CHICKASAW CONTAINER SERVICES, INC..... (251) 457-7300
DOCKSIDE SERVICES (251) 438-2362
JOHN FAYARD MOVING & WAREHOUSING..... (866) 862-0867
EXSIF WORLDWIDE, INC..... (800) 231-7781
TANK SOLUTIONS, INC..... (888) 551-8265

U.S. CUSTOMS & BORDER PROTECTION

PORT DIRECTOR—150 N. Royal St., Suite 3004 (251) 441-5111

DUNNAGE — PLYWOOD

ALL STAR FOREST PRODUCTS, INC.—7096 Stone Dr., Daphne 36526... (251) 626-8777
BIG RIVER CYPRESS & HARDWOOD..... (850) 674-5991
BUCHANAN LUMBER—104 Industrial Canal Rd. East..... (251) 433-9567
CASSIDY LUMBER—P. O. Box 391, Mobile 36601..... (251) 456-0099
McGINNIS LUMBER COMPANY, INC.—P.O. Box 2049 Meridian, MS 39302(601) 483-3991
MIDWAY FOREST PRODUCTS—P. O. Box 7667, Spanish Ft., 36527 (251) 626-8010
SMITH COMPANIES—100 Pardue Rd. Pelham 35124..... (800) 322-0540

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CUSTOM MARKETING SERVICES INC..... (205) 668-4042
HORIZON FREIGHT..... (800) 242-9212
MEADOR WAREHOUSING & DIST., INC.—1750 N. Craft Hwy..... (251) 457-4376
MITCHELL CONTAINER SERVICES.—226 Saraland Blvd. S..... (251) 675-3786
MMS PACKAGING COMPANY—P. O. Box 2066..... (251) 438-3658
PORT CITY MOVERS & DELIVERY—
5235 Kooiman Rd., Bldg. 4, Theodore, AL..... (251) 342-7079
STEM PRODUCTS—P. O. Box 66531..... (251) 457-5557
L. H. STUART CO., INC.—2064 Ave. C, Brookley..... (251) 441-0770
TEAGUE BROS. TRANSFER & STG. CO.—519 Bayshore Ave..... (251) 476-6122
WONDERLAND EXPRESS..... (251) 653-7348

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FIRETROL PROTECTION SYSTEMS, INC..... (251) 661-1699
HILLER SYSTEMS, INC.—3751 Joy Springs Drive..... (251) 661-1275
INTERNATIONAL FIRE PROTECTION, INC.—5462 Able Court..... (800) 554-9695
R. CARTER & ASSOC., INC.—P.O. Box 902..... (251) 452-0154
SAFETY SOURCE INC.—6161 Rangeline Road..... (251) 443-7445
UNITOR SHIP SERVICES—500 St. Louis St..... (251) 432-0762

WORLD SHIP SUPPLY (MOBILE), INC.—
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★AIR/SEA FORWARDING—3812 Springhill Ave..... (251) 460-0551
C. H. ROBINSON WORLDWIDE (251) 441-7012
★N.D. CUNNINGHAM—205 St. Louis St..... (251) 432-4633
EMO TRANS..... (251) 342-3313
★EXPEDITORS INTERNATIONAL..... (251) 431-4992
FEDEX TRADE NETWORKS..... (404) 831-8237
INCHCAPE SHIPPING SERVICES, INC.—11 N. Water St., Mobile, AL..... (251) 461-2700
JENSEN SHIPPING CO.—244 W. Valley Ave., Birmingham, AL (205) 328-2343
★JOHN M BRINING CO., INC.—202 Congress St., Mobile, AL..... (251) 432-9741
KUEHNE + NAGEL—2101 Clinton Ave. W., Ste. 403, Huntsville, AL..... (205) 516-1402
★CAROLE C. LELAND—244 W. Valley Ave., Birmingham, AL..... (205) 328-2343
★CTB USA OF FLORIDA..... (866) 621-0091 ext. 224
★RICHARD MURRAY & CO.—109 No. Conception St..... (251) 432-5549
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★PAGE & JONES, INC.—52 N. Jackson St..... (251) 432-1646
Birmingham, P. O. Box 320126..... (205) 595-8429
Huntsville, P. O. Box 6025..... (256) 772-0231
PAUL A. BOULO, INC.—255 N. Joachim St., Mobile, AL..... (251) 433-5445
T. A. PROVENCE & CO.—P. O. Box 942..... (251) 433-5424
★GEO. RUEFF, INC.—P. O. Box 2962..... (251) 433-8851
STIEGLER SHIPPING CO., INC.—1151 Hillcrest Rd., Suite F..... (251) 639-7300
TEAM WORLDWIDE—799 James Record Rd., Ste. A-12, Huntsville, AL (251) 461-7770
TRADELANES—61 St. Joseph St., Suite 1000 (251) 343-8031
TRANSGROUP WORLDWIDE LOGISTICS - 162 State St. 36602..... (251) 433-7668
★W.R. ZANES & CO. OF LA, INC.—P. O. Box 1006..... (251) 438-1597

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EQUITY TECHNOLOGIES CORP..... (251) 432-7784
★KEYPORT WAREHOUSING—30427 County Rd. 49 N, Loxley, AL (251) 964-4607
★MERCHANTS TRANSFER COMPANY..... (251) 457-8691
★MOBILE MOVING & STORAGE..... (251) 438-3658
★HUNTSVILLE, AL—P. O. Box 6241..... (256) 772-3105
★BIRMINGHAM, AL—Shaw Warehouses..... (205) 251-7188
S/M WAREHOUSE..... (251) 679-3344

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FGDI, LLC..... (419) 373-6311

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ADMIRAL SECURITY SERVICES OF ALABAMA, INC..... (251) 725-6018
U.S. MARITIME SECURITY, LLC..... (251) 459-1578

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AMERICAN MARINE SERVICES..... (251) 406-9930
ARGOSY TRANSPORTATION GROUP—www.argosyship.com (713) 668-3388
ATLANTIC SPECIALIZED TRANSPORT..... (251) 433-4545
BARNHART CRANE & RIGGING—P.O. Box 2809, Daphne, AL 36526..... (251) 654-0541
BOSARGE DIVING—Pascagoula, MS..... (888) 762-6364
BURKHALTER SPECIALIZED TRANSPORT..... (228) 762-0888
CRANE RENTAL CORP.—30105 Hwy 59, Loxley, AL 36551 (800) 368-8956
HORIZON FREIGHT..... (800) 242-9212
HYDRAULIC CRANE SPECIALISTS..... (251) 675-000X
LEA DIVING & SALVAGE—Alabama State Docks..... (251) 432-4480
MAMMOET..... (404) 696-4982
WONDERLAND EXPRESS..... (251) 653-7348

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BOSARGE DIVING—Pascagoula, MS..... (228) 762-0888
COMMERCIAL DIVING SERVICES INC.—
P. O. Box 850637, Mobile, AL 36685..... (251) 665-0017
FATHOM INDUSTRIES—5385 Battleship Parkway, Spanish Fort, AL (251) 626-7800
LEA DIVING & SALVAGE—Alabama State Docks..... (251) 432-4480

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AARON OIL CO., INC.—P. O. Box 2304..... (251) 666-8143
R. CARTER & ASSOC., INC.—507 Diaz St., Prichard, AL..... (251) 452-0154
ES&H—5400-A Willis Rd., Mobile, Ala..... (251) 382-0199
FERGUSON HARBOUR, INC.—31153 Stagecoach Rd., Spanish Ft., AL..... (251) 626-3295
INDUSTRIAL WASTE SERVICES, INC.—1980 Ave. A..... (251) 694-7500
INDUSTRIAL WATER SVCS., INC.—P. O. Box 50236..... (800) 447-3592
LIQUID ENVIRONMENTAL SOLUTIONS MARINE FIELD SERVICES—
1890 3rd St., Mobile (251) 243-4128
OIL RECOVERY CO., INC.—P. O. Box 1803..... (251) 690-9010
OIL RECOVERY MARINE TERMINAL Blakely Island..... (800) 350-0443
PROTECT ENVIRONMENTAL—
3537 Desirrah Drive S., Mobile, AL 36618..... (251) 470-0955
THOMPSON ENGINEERING—P. O. Box 9637..... (251) 653-4525
UNITED STATES ENVIRONMENTAL SERVICES LLC—
4230 Halls Mill Road, Mobile, AL 36693..... (251) 662-3500

USI OIL —1900-A Broad St.	(251) 432-0775
LINE HANDLING	
ALABAMA LINE SERVICES—P. O. Box 9308.....	(251) 661-2105
BERT'S LINE HANDLING—P. O. Box 2213.....	(251) 432-1611
DOCKSIDE SERVICES, INC.—P. O. Box 122.....	(251) 438-2362
MO-BAY SHIPPING SVCS., INC.—P. O. Box 1842.....	(251) 433-1621
PEDERSEN MARINE SERVICE & SUPPLY—662 St. Louis St.....	(251) 432-6045
TRI-STATE MARITIME SVCS.—P. O. Box 2725.....	(251) 432-1054

MARINE FUMIGATION SERVICES

A & P PEST CONTROL (EXPORT).....	(251) 463-4867
ALLIANCE PEST SOLUTIONS (IMPORT/EXPORT).....	CRAIG JAKOB (817) 648-6201
CENTRAL STATES FUMIGATION (IMPORT/EXPORT).....	PAT MACK (800) 527-8215
DA MARINE FUMIGATION (IMPORT/EXPORT).....	JERRY MATHERNE (504) 888-4941
RESEARCH FUMIGATION (IMPORT/EXPORT).....	(985) 536-4932

MARINE RADIO AND ELECTRONICS

(★) ELECTRICAL CONTROL AND AUTOMATION)	
ICS—578 Azalea Rd., Mobile, AL.....	(251) 661-6061
GULF COAST AIR & HYDRAULICS INC.—3415 Halls Mill Rd.....	(251) 666-6683
MOBILE MARINE RADIO—7700 Rinla Ave.....	(251) 666-5110
Marine Operator.....	(251) 666-3487
Radioteletype.....	(251) 666-9042
Radio Telegram.....	(251) 666-9041
RADIO-HOLLAND USA, INC.—701 S. Conception St.....	(251) 432-3109
★PRISM—200 Virginia St.....	(251) 341-1140
SPERRY MARINE SYSTEMS—2756 Dauphin Island Pkwy.....	(251) 471-5008
TEAM ONE COMMUNICATIONS—3360 Key St., Mobile, AL.....	(888) 343-TEAM

MARINE SURVEYORS

ALPHA MARINE SURVEYORS—180 Country Club Dr., Daphne.....	(251) 626-7299
BULK MARINE RESOURCES.....	(251) 295-4838
W. T. AMES & ASSOCIATES—149 Fairway Dr., Daphne.....	(251) 626-1172
GEORGE BROOKFIELD—186 Ridgewood Dr., Daphne.....	(251) 626-1758
M. H. BARRIE—P.O. Box 1164, Mobile, AL 36693.....	(251) 433-8122
C. BAXTER, JR. & ASSOCIATES INT'L, INC.....	(251) 476-1998
RICHARD BESSELAAR—2809 Cottage Hill Rd.....	(251) 476-9909
C. E. COLLIER & ASSOCIATES, INC.—5050 Lossing Rd., Coden, AL.....	(251) 873-4382
CAPT. JOHN D. SMITH—P. O. Box 2585, Daphne.....	(251) 626-8394
CARMACK MARINE IND. SVC. INC.—1609 B Rochelle Street.....	(251) 662-5765
COOK CLAIMS SERVICE—P. O. Box 160461.....	(251) 470-0774
GENERAL MARINE SERVICE—P. O. Box 2533.....	(251) 928-6728
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